

## VII. Implementation Plan

The implementation of the Master Plan involves consideration of both phasing and funding of the various airfield, terminal, support/ancillary facilities, and ground access projects. In addition to these capital development projects defined in the OMP (which include many elements of WGP), the Airport will continue with the existing ongoing repair and maintenance program. Many of these projects are defined in the Airport's 20-Year CIP. This section provides a general overview of the sequencing of projects identified in the Master Plan and establishes a preliminary commissioning schedule for the various projects. It also identifies the costs associated with the OMP, CIP, and WGP projects and discusses the financial plan for funding these projects.

### 7.1 Phasing Plan

Development of the Master Plan projects is scheduled to occur in two major phases. Each phase has three primary airfield components as well as demand-driven terminal development components:

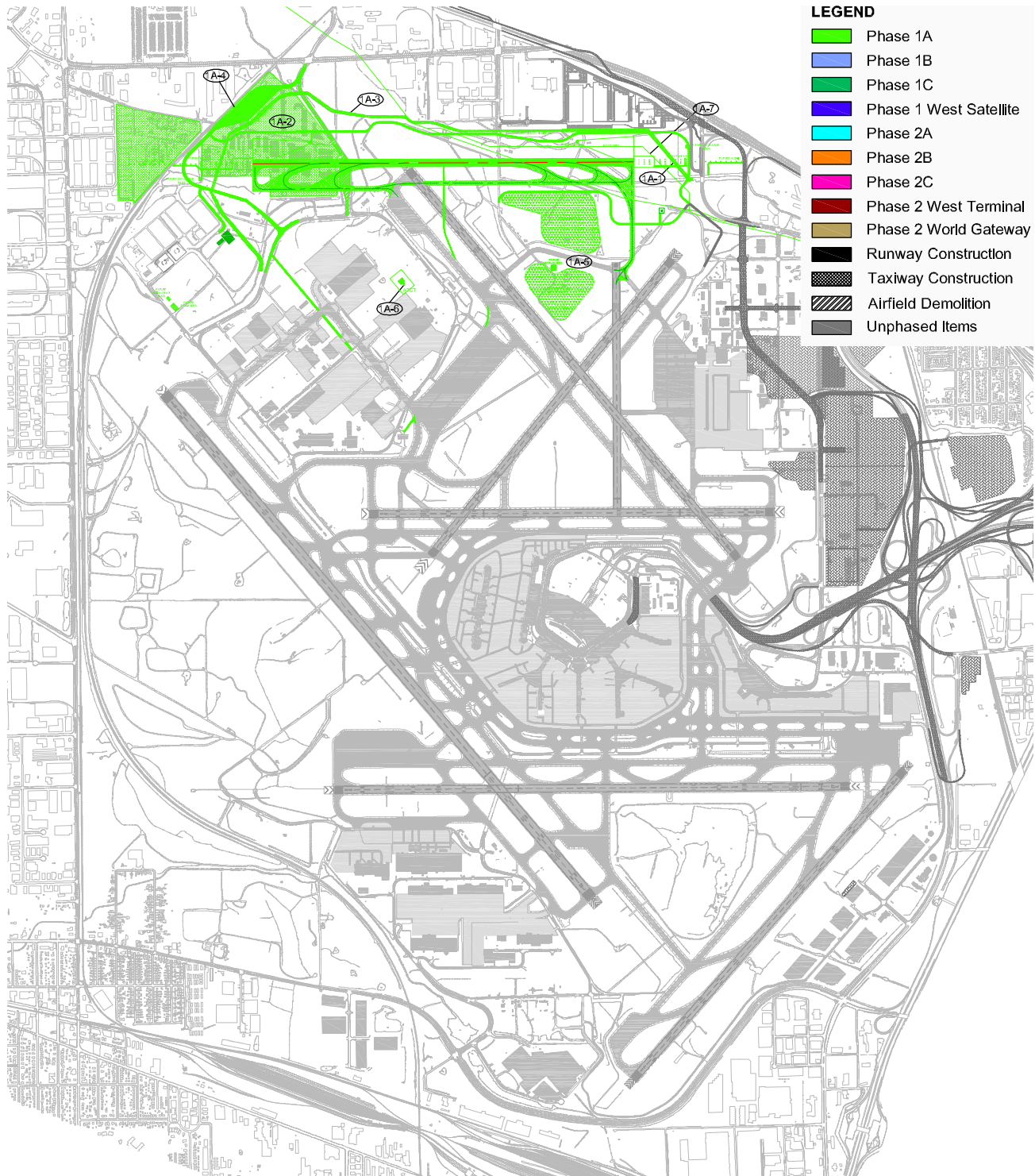
- *Phase 1:* Phases 1A, 1B, and 1C consist of the construction of one new runway, the extension of an existing runway, and the realignment of an existing runway, respectively. In response to demand for additional gate facilities, implementation of the West Terminal Complex Satellite Concourse is also expected to occur during this period; however, it is independent of other Phase 1 components.
- *Phase 2:* Phases 2A, 2B, and 2C consist of the construction of one extension of an existing runway and the realignment of the two existing 14-32 oriented runways. In response to demand for additional gate facilities, implementation of the West Terminal Building/Concourse, and the WGP terminal development is also expected to occur during this period; however, construction of these components is completely independent of each other and of other Phase 2 components.

**Exhibits VII-1 through VII-9** present the location and preliminary sequencing of events throughout the planning horizon of the OMP. While these phases are depicted separately, parts of the phases may occur simultaneously. Refinement of the phasing plan will occur throughout the design and construction planning process. This section discusses each phase individually in detail.

#### 7.1.1 Phase 1A – Runway 9L-27R

Phase 1A encompasses the construction of new future Runway 9L-27R and associated taxiways. Construction of this runway is dependent on the relocation and/or reconfiguration of various existing facilities, roads, and waterways and the acquisition of property in the northwest quadrant of the Airport. Future Runway 9L-27R will be 150 feet wide and 7,500 feet long. In addition to the runway and taxiway construction, the major components associated with Phase 1A, depicted in Exhibit VII-1, include:

- *Phase 1A-1, Willow-Higgins Creek Realignment:* In order to avoid constructing the eastern half of Runway 9L-27R over the creek, realignment of the creek is necessary. Additional realignment of a portion of the creek east of Wolf Road is also necessary to meet FAA runway Object Free Area (OFA) requirements. Sections of this realignment, particularly under the approach to Runway 27R, will be covered, while others are anticipated to be enclosed by vertical-walled channels.

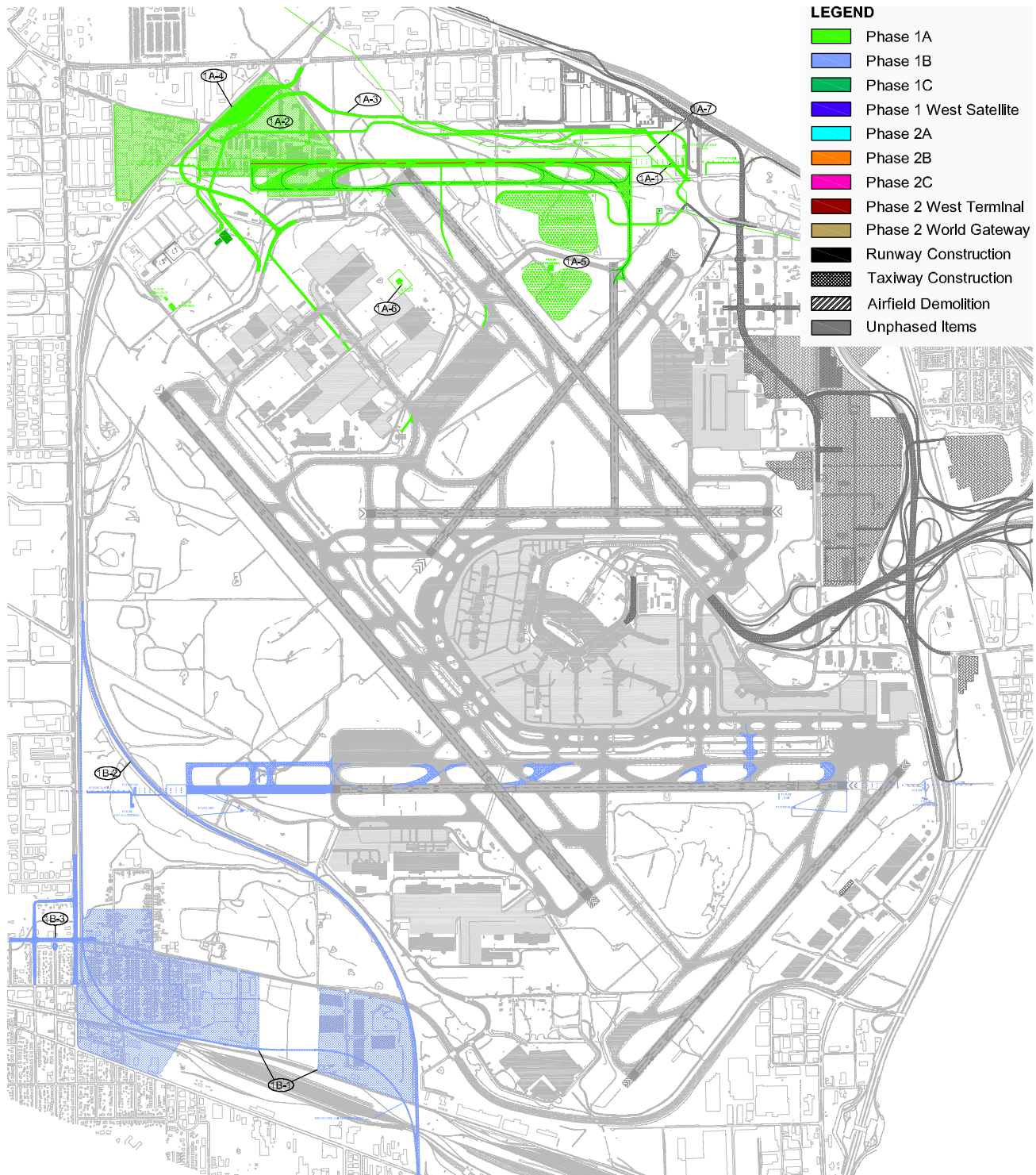


Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

**Exhibit VII-1**

0 3000 ft.

## Implementation Phase 1A



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

**Exhibit VII-2**

0 3000 ft.

## Implementation Phase 1B